



# THE HONGKONG TELEGRAPH

HONGKONG, THURSDAY, OCTOBER 20, 1892.



## The Share Market.

**LATEST QUOTATIONS**  
Hongkong and Shanghai Bank.—106 per cent. prem. sales and buyers.  
The National Bank of China, Ltd.—on £7.10. paid up.—30 per cent. dis. buyers.  
The National Bank of China—Founders' shares, \$200 per share, sellers.  
The Bank of China, Japan & the Straits, Ltd.—\$31. sellers.  
The Bank of China, Japan & the Straits Ltd.—Founders' shares, £18, sales and buyers.  
Chinese Imperial Loan of 1884 B—21 per cent. premium, sellers.  
Chinese Imperial Loan of 1884 C—2 per cent. premium, buyers.  
Chinese Imperial Loan of 1886 E—14 per cent. premium.  
Union Insurance Society of Canton—\$82 per share, ex. div., buyers.  
China Traders' Insurance Company—\$57 per share, sellers.  
North China Insurance—Tis. 2421 per share, buyers.  
Canton Insurance Company, Limited—\$103 per share, sales and buyers.  
Yangtze Insurance Association—\$102, buyers.  
On Tai Insurance Company, Limited—Tis. 150 per share.  
Hongkong Fire Insurance Company—\$1671 per share, sellers.  
China Fire Insurance Company—\$86 per share, sales and buyers.  
Hongkong, Canton, and Macao Steamboat Co.—\$28, sellers.  
China and Manila Steam Ship Company—28 per share, sales and buyers.  
Indo-China Steam Navigation Company, Limited—50 per cent. discount, sellers.  
Douglas Steamship Company—\$37 per share, ex. div., sales and buyers.  
The Steam Launch Co., Limited—nominal.  
Hongkong and Whampoa Dock Company—\$76 per cent. premium, sellers.  
Geo. Fenwick & Co., Limited—\$15 per share, sellers.  
Hongkong Hotel Company—\$24, sales and sellers.  
Hongkong Hotel Co.'s Six per cent. Debentures—\$501.  
The Austin Arms Hotel and Building Company, Limited—\$41 per share, sellers.  
The Shamen Hotel Co., Limited—\$51 per share, sales and sellers.  
Fanjong and Sengle Dux Samantan Mining Co.—\$25, per share, sellers.  
The Raub Gold Mining Co., Limited—25 cents per share, sellers.  
New Imuris Mining Co., Limited—\$1 per share, sales and buyers.  
The Balmoral Gold Mining Co., Limited—nominal.  
Tonquin Coal Mining Co.—\$145 per share, buyers.  
The Telebu Mining and Trading Co., Limited—\$51 per share, sales and sellers.  
The Selama Tin Mining Co., Limited—15 cents per share, sellers.  
London and Pacific Petroleum Co., Ltd.—nls. nominal.  
China Sugar Refining Company, Limited—\$150 per share, sales and buyers.  
Luzon Sugar Refining Company, Limited—\$35, nominal.  
A. S. Watson & Co., Limited—\$161 per share, sellers.  
Dakin, Crickshank & Co., Limited—\$2 per share, buyers.  
Hongkong Dairy Farm Co., Limited—\$5 per share, sellers.  
The Kowloon Land Investment Co., Limited—\$8 per share, buyers.  
The Hongkong Land Investment Co., Limited—\$58, sales and sellers.  
The West Point Buildings Co., Limited—\$28 per share, sellers.  
H. G. Brown & Co., Limited—\$24 per share, sales and sellers.  
Hongkong and Kowloon Wharf and Godown Company—\$46 per share, sellers.  
Hongkong Rope Manufacturing Company, Limited—\$971 per share, sellers.  
Hongkong Gas Company—\$100 per share, sellers.  
Hongkong Ice Company—\$67 per share, buyers.  
Hongkong and China Bakery Company, Limited—\$66 per share, sellers.  
The Hongkong Brick and Cement Co., Limited—\$7 per share, sellers.  
The Green Island Cement Co.—\$5 per share, sellers.  
The Hongkong Electric Light Co., Limited—\$31 per share, sellers.  
The Hongkong Steam Laundry Co., Limited—\$25 per share, nominal.  
The Hongkong High-Level Tramway Co., Limited—\$35 per share, sellers.

**EXCHANGE.**  
ON LONDON—Bank, T. T. ....2/9 1/2  
Bank Bills, on demand .....2/10  
Bank Bills, at 4 months' sight .....2/10 1/2  
Credits at 4 months' sight .....2/10 1/2  
Documentary Bills, at 4 months' sight .....2/10 1/2  
ON PARIS—  
Bank Bills, on demand .....3/56  
Credits, at 4 months' sight .....3/66  
ON INDIA—  
T. T. ....226  
On Demand .....226 1/2  
ON SHANGHAI—  
Bank, T. T. ....72 1/2  
Private, 30 days' sight .....73

## VISITORS AND RESIDENTS AT THE HONGKONG HOTEL.

Mr. C. M. Belshaw and Mr. M. Portal.  
Mr. and Mrs. J. A. Mrs. Robbins.  
Douglas, Mr. W. H. Sharp.  
Mr. E. C. S. French, Mr. F. E. Shean.  
Mr. Ed. Horton, Dr. K. T. S. S. S.  
Dr. Hirschberg, Mr. W. A. Thormann.  
Mr. Thos. Howard, Mr. and Mrs. E. L. Winter.  
Miss Lauterbach, Mr. J. G. Woodroffe.  
Mr. J. F. Matthews, Capt. W. S. Wyles.  
Rev. J. M. Morton.

## VISITORS AND RESIDENTS AT THE MOUNT AUSTIN HOTEL.

Mr. Beattie, Mr. F. Falloway.  
Mrs. Blackburne, Hon. N. G. Mitchell.  
Mr. and Mrs. V. R. Innes.  
Bowden & children, Mr. and Mrs. W. Macbean.  
Mr. Hart-Buck, Mr. Verner Meyer.  
Consul Badler, Mr. and Mrs. S. V. Morgan.  
Rev. R. F. Cobbold, Mr. V. Morgan.  
Mr. Cochran, Miss V. Morgan.  
Mr. and Mrs. C. C. children and nurse.  
Cohen, Mr. Chas. C. Malach.  
Colonel Chauncy, Mr. and Mrs. McLeod.  
Mr. W. H. Gaskell, Mr. H. F. Meyerink.  
Count and Countess de Geloes, Mr. A. Ross.  
Mrs. Glover, Mr. Taylor.  
Captain Tillet.

## VISITORS AND RESIDENTS AT THE PEAK HOTEL.

Mr. Chaudet, Surgeon-Colonel H. F. Paterson.  
Major Clayton, Mr. and Mrs. Perkins.  
Mr. W. S. Harrison, Mr. Sparrow.  
Mr. Morton Jones, Mr. Strachan.  
Mr. V. Kofod, Mr. Geo. L. Tomlin.  
Mr. F. Maitland, Mr. David Wood.  
Mr. W. R. Needham.

## CHINA COAST METEOROLOGICAL REGISTER.

19th October, 1892.—At 4 p.m.

STATION.	Wind.	Temp.	Humidity.	Barom.	State of sky.	Direction of surface wind.	Force of surface wind.	Direction of trade wind.	Force of trade wind.	Direction of monsoon.	Force of monsoon.
Wanchow	SE	78	85	30.0	Cloudy	SE	10	SE	10	SE	10
Tientsin	SE	78	85	30.0	Cloudy	SE	10	SE	10	SE	10
Shanghai	SE	78	85	30.0	Cloudy	SE	10	SE	10	SE	10
Amoy	SE	78	85	30.0	Cloudy	SE	10	SE	10	SE	10
Swatow	SE	78	85	30.0	Cloudy	SE	10	SE	10	SE	10
Amoy	SE	78	85	30.0	Cloudy	SE	10	SE	10	SE	10
Swatow	SE	78	85	30.0	Cloudy	SE	10	SE	10	SE	10
Amoy	SE	78	85	30.0	Cloudy	SE	10	SE	10	SE	10
Swatow	SE	78	85	30.0	Cloudy	SE	10	SE	10	SE	10
Amoy	SE	78	85	30.0	Cloudy	SE	10	SE	10	SE	10
Swatow	SE	78	85	30.0	Cloudy	SE	10	SE	10	SE	10

20th October, 1892.—At 10 a.m.

STATION.	Wind.	Temp.	Humidity.	Barom.	State of sky.	Direction of surface wind.	Force of surface wind.	Direction of trade wind.	Force of trade wind.	Direction of monsoon.	Force of monsoon.
Wanchow	SE	78	85	30.0	Cloudy	SE	10	SE	10	SE	10
Tientsin	SE	78	85	30.0	Cloudy	SE	10	SE	10	SE	10
Shanghai	SE	78	85	30.0	Cloudy	SE	10	SE	10	SE	10
Amoy	SE	78	85	30.0	Cloudy	SE	10	SE	10	SE	10
Swatow	SE	78	85	30.0	Cloudy	SE	10	SE	10	SE	10
Amoy	SE	78	85	30.0	Cloudy	SE	10	SE	10	SE	10
Swatow	SE	78	85	30.0	Cloudy	SE	10	SE	10	SE	10
Amoy	SE	78	85	30.0	Cloudy	SE	10	SE	10	SE	10
Swatow	SE	78	85	30.0	Cloudy	SE	10	SE	10	SE	10
Amoy	SE	78	85	30.0	Cloudy	SE	10	SE	10	SE	10
Swatow	SE	78	85	30.0	Cloudy	SE	10	SE	10	SE	10

Barometer falling. Gradients moderate for north-east winds.

Weather—clear, warm and dry. (Issued at 10.31 a.m.)  
—Temperature on the shade in degrees Fahrenheit.  
—Humidity in percentage of saturation.  
—Direction of air indicated by numbers being 100, 4—Direction of the wind in two points.  
—Force of the wind according to Beaufort scale.  
—State of the weather, 1—Dry, 2—Cloudy, 3—Drizzle, 4—Rain, 5—Thunder, 6—Fog, 7—Mist, 8—Rain, 9—Rain, 10—Rain, 11—Rain, 12—Rain, 13—Rain, 14—Rain, 15—Rain, 16—Rain, 17—Rain, 18—Rain, 19—Rain, 20—Rain, 21—Rain, 22—Rain, 23—Rain, 24—Rain, 25—Rain, 26—Rain, 27—Rain, 28—Rain, 29—Rain, 30—Rain, 31—Rain, 32—Rain, 33—Rain, 34—Rain, 35—Rain, 36—Rain, 37—Rain, 38—Rain, 39—Rain, 40—Rain, 41—Rain, 42—Rain, 43—Rain, 44—Rain, 45—Rain, 46—Rain, 47—Rain, 48—Rain, 49—Rain, 50—Rain, 51—Rain, 52—Rain, 53—Rain, 54—Rain, 55—Rain, 56—Rain, 57—Rain, 58—Rain, 59—Rain, 60—Rain, 61—Rain, 62—Rain, 63—Rain, 64—Rain, 65—Rain, 66—Rain, 67—Rain, 68—Rain, 69—Rain, 70—Rain, 71—Rain, 72—Rain, 73—Rain, 74—Rain, 75—Rain, 76—Rain, 77—Rain, 78—Rain, 79—Rain, 80—Rain, 81—Rain, 82—Rain, 83—Rain, 84—Rain, 85—Rain, 86—Rain, 87—Rain, 88—Rain, 89—Rain, 90—Rain, 91—Rain, 92—Rain, 93—Rain, 94—Rain, 95—Rain, 96—Rain, 97—Rain, 98—Rain, 99—Rain, 100—Rain.

Hongkong Observatory, 20th October, 1892.

## MAILS EXPECTED.

### THE ENGLISH MAIL.

The P. & O. S. N. Co.'s steamer *Surat*, with the outward English mail, left Singapore on the 17th instant at 10 p.m., and is due here on the 23rd.

### THE AMERICAN MAIL.

The P. M. S. S. Co.'s steamer *China*, from San Francisco, left Yokohama on the 16th instant at noon, and may be expected here on the 22nd.

The O. & O. S. S. Co.'s steamer *Delight*, with mails, &c., left San Francisco for this port, via Yokohama, on the 6th instant.

The O. & O. S. S. Co.'s steamer *Peru*, with mails, &c., left San Francisco for this port, via Yokohama, on the 15th instant.

## STEAMERS EXPECTED.

The Ocean Steamship Co.'s steamer *Nasser* left Singapore on the afternoon of the 15th inst., and is expected here on the 22nd.

The P. & O. S. N. Co.'s steamer *Tekran* left Singapore on the morning of the 18th inst., and is expected here on the 24th.

The Northern Pacific Steamship Co.'s steamer *Victoria*, from Tacoma, left Yokohama for Kobe on the 20th instant, and may be expected here on the 25th.

The P. & O. S. N. Co.'s steamer *Canton* left Bombay on the 15th instant, and may be expected here on the 2nd proximo.

The Navigazione Generale Italiana steamer *Rorinda* left Bombay on the 18th instant, and may be expected here on the 5th proximo.

## Shipping.

### ARRIVALS.

TERPSA, British steamer, 751, Slater, 19th Oct.,—Singapore 10th October, General—Ban Moh.  
PRESTO, German steamer, 655, E. Bohn, 19th Oct.,—Tientsin 16th October, General—Siemens & Co.  
MENMUIR, British steamer, 1,283, H. C. 19th Oct.,—Kobe 14th Oct., General—Gibb, Livingston & Co.  
THALES, British str., 820, A. E. Hodgins, 20th October,—Tientsin 17th October, Amoy 18th, and Swatow 19th, General—D. Laprak & Co.  
OXUS, French steamer, 1,898, Dupont, 20th Oct.,—Marseilles 18th Sept., Singapore 12th Oct., and Saigon 16th, Mails and General—Messageries Maritimes.  
DORIS, German steamer, 771, Petersen, 20th Oct.,—Canton 20th Oct., General—Wielers & Co.  
LAWANG, German steamer, 1,578, B. Callender, 20th Oct.,—Singapore 13th Oct., General—Siemens & Co.

### CLEARANCES AT THE HARBOUR OFFICE.

*Fernosa*, British steamer, for Swatow, &c.  
*Feiji*, Danish steamer, for Hoihow.  
*Argos*, Japanese steamer, for Nagasaki.  
*Orion*, Italian bark, for Newchwang.  
*Dacia*, German steamer, for Newchwang.  
*Teresa*, British steamer, for Swatow.  
*Dravawongse*, British steamer, for Wuhu.  
*Triumph*, German steamer, for Newchwang.  
*Catherine Apter*, British str., for Singapore.  
*Prilos*, German steamer, for Newchwang.  
*Bantam*, Dutch steamer, for Singapore, &c.

### DEPARTURES.

October 20, *Asa*, Danish str., for Hoihow &c.  
October 20, *Yuen-fing*, Chinese str., for Canton.  
October 20, *Ka-fong*, British str., for Shanghai.  
October 20, *Bantam*, Dutch str., for Singapore.  
October 20, *Asaga*, Japanese str., for Nagasaki.  
October 20, *Dravawongse*, British steamer, for Wuhu.  
October 21, *Changsha*, British str., for Shanghai.  
October 20, *Para Chom Kiao*, British steamer, for Shanghai.  
October 20, *Esmeralda*, British steamer, for Amoy, &c.  
October 20, *Protos*, German str., for Newchwang.  
October 20, *Catherine Apter*, British steamer, for Singapore, &c.  
October 20, *Illis*, German gunboat, for Amoy, &c.  
October 20, *Triumph*, German steamer, for Newchwang.

### PASSENGERS—ARRIVED.

Per *Oxus*, str., from Marseilles for Hongkong.—Mr. and Mrs. Wenyon, Messrs. Stephens and Charpentier. From Colombo—10 Chinese. From Singapore—Mr. and Mrs. S. Vaughan and 2 sons, Rev. Borncken, 2 Indians and 11 Chinese. From Saigon—Messrs. Ammann, G. Apicible, and 236 Chinese. From Marseilles for Shanghai—Mr. and Mrs. Frank Smith and infant, Messrs. H. Bell, Forrester, L. Aug. Hart, W. A. Washbrook, J. H. C. Russell, Gaudesart, Reissbach, Seneschal, Bonladour, Tor Laak, Spilner, Fryen, Sporenberg, Trouvé, de Village, Ramackers, and van Have & From Port Said—Messrs. Berschoff and Bondiloe. From Saigon—Mr. Cusco, and Miss Julie Cusco. From Singapore—Miss Marie, Messrs. S. M. Gregory, P. W. Galistan, and Lieut. Coffin. From Saigon—Mr. Monge.

### PER *Teresa*, str., from Singapore.—374 Chinese.

### PER *Menmuir*, str., from Kobe.—5 Chinese.

### PER *Thales*, str., from Tientsin, &c.—Messrs. B. Talat, Backer, Dannemann, C. F. Focken, F. J. Focken, and 58 Chinese.

### PER *Prilos*, str., from Tientsin.—25 Chinese.

### PER *Lawang*, str., from Singapore.—181 Chinese.

### REPORTS.

The British steamship *Teresa* reports that she left Singapore on the 10th instant. From Singapore to Cape Pudar had fresh breeze and squally weather with rain; thence to port had strong monsoon and clear weather.

The British steamship *Thales* reports that she left Tientsin on the 17th instant. Had strong north-east winds and sea to Amoy. Left Amoy on the 18th. Had fresh north-east breeze to Lammicks; thence to Swatow had moderate north-east breeze. Left Swatow on the 19th. Had moderate north-east breeze and fine weather to port.

The British steamship *Menmuir* reports that she left Kobe at 3 p.m. on the 14th instant, discharged pilot off Kure on the 15th, on the 15th, and arrived here at 5.30 p.m. last night. Had light variable winds and fine weather to Kure. Moderate to light northerly wind from there to Tientsin, and thence to port had fresh to moderate monsoon and fine weather.

## Post Office.

### A MAIL WILL CLOSE.

For Swatow, Amoy, and Straits.—Per *Teresa* to-morrow, the 21st instant, at 11.30 A.M.  
For Shanghai.—Per *Wong* to-morrow, the 21st instant, at 3.30 P.M.

For Kudat and Sandakan.—Per *Menmuir* to-morrow, the 21st instant, at 3.30 P.M.  
For Yokohama and San Francisco.—Per *City of Peking* on Saturday, the 22nd instant, at 0.40 P.M.  
For Swatow, Amoy, & Tientsin.—Per *Thales* on Saturday, the 22nd instant, at 5 P.M.  
For Hoihow and Haiphong.—Per *Haiphong* on Sunday, the 23rd instant, at 9 A.M.  
For Amoy and Manila.—Per *Kowling* on Monday, the 24th instant, at 2.30 P.M.  
For Port Darwin, Thursday Island, Cooktown, Townsville, Brisbane, Sydney, and Melbourne.—Per *Menmuir* on Monday, the 24th instant, at 3.30 P.M.  
For Straits, Colombo, and Bombay.—Per *Maria Teresa* on Wednesday, the 26th instant, at 1.30 P.M.  
For Europe, &c., India via Bombay.—Per *Brandis* on Thursday, the 27th instant, at 11.30 A.M.  
For Singapore.—Per *Daksh* on Thursday, the 27th instant, at 3.40 P.M.

## SHIPPING IN HONGKONG.

### STEAMERS.

ASAGAO, Japanese steamer, 1,521, H. Selck, 17th Oct.,—Nagasaki 11th Oct., Coals.—Miss Bishi Colliery.  
BANTAM, Dutch steamer, 1,457, L. von de Valk, 19th Oct.,—Swatow 18th Oct., Ballast.—Jardine, Matheson & Co.  
BATAVIA, British steamer, 1,661, J. R. Hill, 12th August,—Tientsin 14th July, General.—Dodwell, Canill & Co.  
BENLARIO, British steamer, 1,454, E. Le Bouillier, 15th October,—Moji 9th Oct., Coals.—Gibb, Livingston & Co.  
CAM, 1,771, British steamer, 1,864, Thomas, 13th Oct.,—Amoy 12th October, Tea.—Shewan & Co.  
CHOY-SANG, British steamer, 1,794, R. C. D. Bradley, 16th Oct.,—Canton 16th October, General.—Jardine, Matheson & Co.  
CITY OF PEKING, American steamer, 1,329, R. K. Searle, 13th Oct.,—San Francisco 17th Sept., and Yokohama 6th Oct., Mails and General.—P. M. S. S. Co.  
DOWAR, German steamer, 1,320, B. Grundmann, 18th Oct.,—Saigon 12th Oct., Rice and Salt.—Wielers & Co.  
EMPEROR OF CHINA, British steamer, 3,003, R. Archibald, 10th Oct.,—Vancouver 18th Sept., Yokohama 3rd October, Kobe 5th, and Shanghai 7th, Mails and General.—Canadian Pacific R. Co.  
FORMOSA, British steamer, 674, H. Bathurst, 19th October,—Tientsin 16th Oct., Amoy 17th, and Swatow 18th, General.—D. Laprak & Co.  
FRJER, Danish steamer, 397, C. L. Strand, 16th Oct.,—Pakhoi 12th October, and Hoihow 14th, General.—Arnhold, Karberg & Co.  
HAIPHONG, French steamer, 874, Galletti, 18th Oct.,—Haiphong 16th Oct., and Hoihow 17th, General.—Messageries Maritimes.  
MEMNON, British steamer, 826, B. Branch, 17th Oct.,—Sandakan 12th October, Timber, Rattan, General.—Butterfield & Swire.  
NURNBERG, German steamer, 3,205, B. Blanke, 16th Oct.,—Yokohama 8th October, Higo 10th, and Nagasaki 12th, Mails and General.—Melchers & Co.  
OORIVA, British steamer, 419, J. M. Daly, 23rd May,—Singapore 16th May, General.—Butterfield & Swire.  
PICCOLA, German steamer, 875, E. Haas, 19th Oct.,—Cebu 13th Oct., Sugar.—Melchers & Co.  
TAILER, German steamer, 828, Calender, 1st Oct.,—Kobe 25th Sept., Coals.—Meyer & Co.

### SAILING VESSELS.

ALBANIA, British ship, 1,438, W. S. Brownell, 2nd Oct.,—New York 7th May, Kerosene Oil.—Renter, Brockelmann & Co.  
CONSTANCE, British ship, 1,596, Lingley, 18th August,—New York 12th August, Petroleum.—Order.  
ELSE, German ship, 1,375, H. Bremers, 15th August,—New York 3rd April, Petroleum.—Arnhold, Karberg & Co.  
E. SOULE, American bark, 1,443, Ballard, 14th Sept.,—Newcastle (N.S.W.), 23rd July, Coals.—Geo. R. Stevens.  
HEINRICH, German bark, 923, Henne, 22nd July,—Singapore 10th July, Timber.—China-se.  
ISAAC REED, American ship, 1,480, F. D. Waldo, 14th August,—New York 4th April, Kerosene Oil.—Renter, Brockelmann & Co.  
JESSANDA, German bark, 883, A. Oesselmann, 21st Sept.,—Hamburg 29th April, General.—Arnhold, Karberg & Co.  
J. Y. ROBBINS, British schooner, 178, Croohy, 11th Sept.,—New York 10th May, Petroleum.—Order.  
NAM-SHUN-SHING, Chinese schooner, 300, Luk Lai-long, 24th August,—Yee-on 11th Aug., Timber.—Yung Kee.  
ORIENTE, Italian bark, 1,534, M. Moresen, 17th August,—New York 2nd May, Petroleum.—Order.  
PENNAN, British bark, 727, Wood, 2nd Oct.,—Calcutta 22nd August, and Canada 19th & 20th, Timber.—Gibb, Livingston & Co.  
RICHARD PARSONS, American bark, 1,116, W. F. Thorndike, 30th August,—Shanghai 20th July, Ballast.—Arnhold, Karberg & Co.  
SACHM, American ship, 1,337, Wm. H. Gould, 20th Sept.,—New York 24th May, Oil.—Shewan & Co.  
SANTA CLARA, American ship, 1,474, R. W. Fuller, 14th Sept.,—New York 23rd April, Kerosene Oil.—Jardine, Matheson & Co.

Printed and Published by ROBERT FRASER-SMITH, No. 6, Pedder's Hill, in the city of Victoria, Hongkong.



## Shipping.

## STEAMERS.

**LIMITED.**  
**FOR SWATOW, AMOY AND TAMSUI**

## THE Company's Steamship

Captain Hall, will be despatched for the ab-  
 Ports, TO-MORROW, the 21st instant, at D  
 light.

For Freight or Passage, apply to  
**DOUGLAS LAPRAIK & Co.**  
 General Managers.

**AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.**  
**UNDER MAIL CONTRACT WITH THE AUSTRIAN GOVERNMENT.**  
**STEAM FOR SINGAPORE, PENANG, COLOMBO**

**BOMBAY, ADEN, SUEZ, PORT SAID,  
BRINDISI, VENICE, FIUME,  
AND TRIESTE.**  
(Taking Cargo at through rates to CALCUTTA,  
MADRAS, PERSIAN GULF, RED SEA, BLACK SEA,  
LEVANT and ADRIATIC PORTS).  
**THE Company's Steamship**

Captain Deperis, will be despatched as ab  
WEDNESDAY, the 26th instant, at 2 P.M.  
Cargo will not be received on board after  
P.M. prior to date of sailing.

Freight, apply to  
**DAVID SASSOON, SONS & CO.**  
Hongkong, 18th October, 1892.

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**"SHIRE" LINE OF STEAMERS.**  
**FOR SINGAPORE, HAVRE, LONDON**  
THURSDAY, 20th OCTOBER.

**THE Steamship**  
**"DENBIGHSHIRE,"**  
 Captain Vernon will be despatched as above.

or about WEDNESDAY, the 26th October.  
For Freight or Passage, apply to

**DODWELL, CARLILL & CO.**  
Agents,  
Hongkong, 26th. September, 1892.

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**NIPPON YUSEN KAISHA.**  
**FOR SYDNEY, MELBOURNE AND**

Calling at SAIGON, SINGAPORE, TOWNSVILLE  
and NOUMEA (NEW CALEDONIA) and taking  
through Cargo for NEW ZEALAND, TONGA,  
MANIA, &c., &c.

"SAKATA MARU"  
will be despatched as above on THURSD  
the 27th instant.

GEO. R. STEVEN.  
Agent.  
Hongkong, 7th October, 1892. [1  
"SHIRE" LINE OF STEAMERS.

FOR NEW YORK, VIA SUEZ CANAL  
**T**HE Steamship  
 "CARMARTHENSHIRE"  
 Captain Clark, will be despatched as above  
 or about **TUESDAY**, the 1st November.  
 For Freight or Passage, apply to

DODWELL, CARLILL & CO.  
Agents.  
Hongkong, 19th October, 1893.

**SAILING VESSELS.**  
FOR NEW YORK.  
**T**HE 100 A. I. Italian Barque  
"ORIENTE"

Maresca, Master, will load for the above  
and will have quick despatch.  
For Freight, apply to  
**SHEWAN & CO**

Hongkong, 24th September, 1892.

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FOR NEW YORK.

THE 3/4 L. L. L. British Ship

"J. Y. ROBBINS,"  
Crosby, Master, will load here for the a  
Port, and will have quick despatch.

**To be Let.**

**TO LET,**  
**H**OUSES in KNUTSFORD TERRACE, 1  
Loon.  
Apply to  
THE YONGHONG LAND BROKERS

**& AGENCY Co., Ltd.**  
**Hongkong, 30th September, 1892.**

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**TO LET.**

**N**EW HOUSES in RIPON TERRACE—  
ham Road, New Breeze Point.  
A LARGE Sixroomed House at Mag

**No. 4, BLUE BUILDINGS.**  
**FLOORS**—In Blue Buildings.  
**OFFICES**—Second Floor, Praya Co.

GODOWN, (under Messrs. Douglas La  
& Co.'s Office).  
GODOWN, No. 1A, Blue Buildings.  
SEMI-DETACHED HOUSES at Mac

Gap. Very cheap Rental.  
No. 2, STAUNTON STREET (corner of  
Old Bailey).  
No. 10, OLD BAILEY.

Apply to  
**THE HONGKONG LAND INVESTMENT**  
**& AGENCY Co., Ltd.**  
HONGKONG, 10th September, 1952

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Dakin Bros. of China, Limited.  
*Also,*  
AIRY ROOMS on the Top Floor

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Apply to  
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Victoria Dispensary.

Hongkong, 2nd August, 1892.

1997, 1998, 1999, 2000, 2001, 2002, 2003, 2004, 2005, 2006, 2007, 2008, 2009, 2010, 2011, 2012, 2013, 2014, 2015, 2016, 2017, 2018, 2019, 2020, 2021, 2022, 2023, 2024, 2025, 2026, 2027, 2028, 2029, 2030, 2031, 2032, 2033, 2034, 2035, 2036, 2037, 2038, 2039, 2040, 2041, 2042, 2043, 2044, 2045, 2046, 2047, 2048, 2049, 2050, 2051, 2052, 2053, 2054, 2055, 2056, 2057, 2058, 2059, 2060, 2061, 2062, 2063, 2064, 2065, 2066, 2067, 2068, 2069, 2070, 2071, 2072, 2073, 2074, 2075, 2076, 2077, 2078, 2079, 2080, 2081, 2082, 2083, 2084, 2085, 2086, 2087, 2088, 2089, 2090, 2091, 2092, 2093, 2094, 2095, 2096, 2097, 2098, 2099, 2100, 2101, 2102, 2103, 2104, 2105, 2106, 2107, 2108, 2109, 2110, 2111, 2112, 2113, 2114, 2115, 2116, 2117, 2118, 2119, 2120, 2121, 2122, 2123, 2124, 2125, 2126, 2127, 2128, 2129, 2130, 2131, 2132, 2133, 2134, 2135, 2136, 2137, 2138, 2139, 2140, 2141, 2142, 2143, 2144, 2145, 2146, 2147, 2148, 2149, 2150, 2151, 2152, 2153, 2154, 2155, 2156, 2157, 2158, 2159, 2160, 2161, 2162, 2163, 2164, 2165, 2166, 2167, 2168, 2169, 2170, 2171, 2172, 2173, 2174, 2175, 2176, 2177, 2178, 2179, 2180, 2181, 2182, 2183, 2184, 2185, 2186, 2187, 2188, 2189, 2190, 2191, 2192, 2193, 2194, 2195, 2196, 2197, 2198, 2199, 2200, 2201, 2202, 2203, 2204, 2205, 2206, 2207, 2208, 2209, 2210, 2211, 2212, 2213, 2214, 2215, 2216, 2217, 2218, 2219, 2220, 2221, 2222, 2223, 2224, 2225, 2226, 2227, 2228, 2229, 2230, 2231, 2232, 2233, 2234, 2235, 2236, 2237, 2238, 2239, 2240, 2241, 2242, 2243, 2244, 2245, 2246, 2247, 2248, 2249, 2250, 2251, 2252, 2253, 2254, 2255, 2256, 2257, 2258, 2259, 2260, 2261, 2262, 2263, 2264, 2265, 2266, 2267, 2268, 2269, 2270, 2271, 2272, 2273, 2274, 2275, 2276, 2277, 2278, 2279, 2280, 2281, 2282, 2283, 2284, 2285, 2286, 2287, 2288, 2289, 2290, 2291, 2292, 2293, 2294, 2295, 2296, 2297, 2298, 2299, 2300, 2301, 2302, 2303, 2304, 2305, 2306, 2307, 2308, 2309, 2310, 2311, 2312, 2313, 2314, 2315, 2316, 2317, 2318, 2319, 2320, 2321, 2322, 2323, 2324, 2325, 2326, 2327, 2328, 2329, 2330, 2331, 2332, 2333, 2334, 2335, 2336, 2337, 2338, 2339, 2340, 2341, 2342, 2343, 2344, 2345, 2346, 2347, 2348, 2349, 2350, 2351, 2352, 2353, 2354, 2355, 2356, 2357, 2358, 2359, 2360, 2361, 2362, 2363, 2364, 2365, 2366, 2367, 2368, 2369, 2370, 2371, 2372, 2373, 2374, 2375, 2376, 2377, 2378, 2379, 2380, 2381, 2382, 2383, 2384, 2385, 2386, 2387, 2388, 2389, 2390, 2391, 2392, 2393, 2394, 2395, 2396, 2397, 2398, 2399, 2400, 2401, 2402, 2403, 2404, 2405, 2406, 2407, 2408, 2409, 2410, 2411, 2412, 2413, 2414, 2415, 2416, 2417, 2418, 2419, 2420, 2421, 2422, 2423, 2424, 2425, 2426, 2427, 2428, 2429, 2430, 2431, 2432, 2433, 2434, 2435, 2436, 2437, 2438, 2439, 2440, 2441, 2442, 2443, 2444, 2445, 2446, 2447, 2448, 2449, 2450, 2451, 2452, 2453, 2454, 2455, 2456, 2457, 2458, 2459, 2460, 2461, 2462, 2463, 2464, 2465, 2466, 2467, 2468, 2469, 2470, 2471, 2472, 2473, 2474, 2475, 2476, 2477, 2478, 2479, 2480, 2481, 2482, 2483, 2484, 2485, 2486, 2487, 2488, 2489, 2490, 2491, 2492, 2493, 2494, 2495, 2496, 2497, 2498, 2499, 2500, 2501, 2502, 2503, 2504, 2505, 2506, 2507, 2508, 2509, 2510, 2511, 2512, 2513, 2514, 2515, 2516, 2517, 2518, 2519, 2520, 2521, 2522, 2523, 2524, 2525, 2526, 2527, 2528, 2529, 2530, 2531, 2532, 2533, 2534, 2535, 2536, 2537, 2538, 2539, 2540, 2541, 2542, 2543, 2544, 2545, 2546, 2547, 2548, 2549, 2550, 2551, 2552, 2553, 2554, 2555, 2556, 2557, 2558, 2559, 2560, 2561, 2562, 2563, 2564, 2565, 2566, 2567, 2568, 2569, 2570, 2571, 2572, 2573, 2574, 2575, 2576, 2577, 2578, 2579, 2580, 2581, 2582, 2583, 2584, 2585, 2586, 2587, 2588, 2589, 2590, 2591, 2592, 2593, 2594, 2595, 2596, 2597, 2598, 2599, 2600, 2601, 2602, 2603, 2604, 2605, 2606, 2607, 2608, 2609, 2610, 2611, 2612, 2613, 2614, 2615, 2616, 2617, 2618, 2619, 2620, 2621, 2622, 2623, 2624, 2625, 2626, 2627, 2628, 2629, 2630, 2631, 2632, 2633, 2634, 2635, 2636, 2637, 2638, 2639, 2640, 2641, 2642, 2643, 2644, 2645, 2646, 2647, 2648, 2649, 2650, 2651, 2652, 2653, 2654, 2655, 2656, 2657, 2658, 2659, 2660, 2661, 2662, 2663, 2664, 2665, 2666, 2667, 2668, 2669, 2670, 2671, 2672, 2673, 2674, 2675, 2676, 2677, 2678, 26



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Hongkong, 17th October, 1892.

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Sold in tins containing 10 lbs. each...\$1.50  
25 lbs...\$4.00

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LAWN MOWERS.

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A. S. WATSON & CO., LD.  
THE HONGKONG DISPENSARY,  
ESTABLISHED A.D. 1841.  
Hongkong, 19th October, 1892.

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1892

[PUBLISHED BY AUTHORITY.]

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"THE HONGKONG TELEGRAPH" Office,  
Paddy's Hill,  
Hongkong, January 1893.

## NOTICES TO CORRESPONDENTS.

It is requested that all communications relating to Subscriptions, Advertisements, &c., be addressed to the "Manager, Hongkong Telegraph," and not to the Editor.  
Letters on Editorial matters to be sent to "The Editor" and not to individual members of the staff.  
Communications intended for publication must be accompanied by the name and address of the writer, not necessarily for publication, but as evidence of good faith.  
While the columns of the Hongkong Telegraph will always be open for the free discussion by correspondents of all questions affecting public interests, it must be distinctly understood that the Editor does not in any way hold himself responsible for opinions thus expressed.

## TO ADVERTISERS.

Advertisements are requested to forward all notices intended for insertion in this paper to the Editor. Three o'clock is the latest period for the insertion of notices.  
Advertisements and Subscriptions which are not ordered for a fixed period will be continued until discontinued.  
The Hongkong Telegraph has the largest circulation of any English newspaper published in the Far East, and is therefore the best medium for Advertisements. Terms can be learned on application.  
The Hongkong Telegraph's offices are at the Telephone Central Exchange, No. 1, Telephone, three lines, "Telegraph," Hongkong.

## TO SUBSCRIBERS.

The Hongkong Telegraph is published daily at 5:30 p.m. Subscribers in the central districts who do not receive their copies before 4 p.m. will be obliged by once communicating with the Manager.

## BIRTHS.

Rodyk.-On the 27th August at Kharoum-house, Fitzroy-street, Fitzroy, N. S. W., the wife of the late Mr. A. B. Rodyk, solicitor, Hongkong, formerly of London, of a daughter.  
On the 8th September, at Wellington, New Zealand, the wife of JAMES WHITALL (formerly of Hongkong), of a son.  
On the 14th September, at Kambura, Uzi-dag-road, Subulor, the wife of ARTHUR GORTON ANGLIER, of a daughter.

## The Hongkong Telegraph.

HONGKONG, THURSDAY, OCTOBER 20, 1892.

## THE REV. MR. COBOLD AND PROVIDENCE.

THE REVEREND R. F. COBOLD is a minister of the Gospel and as such does not lose an opportunity of advertising his holy wares. He seizes upon the *Bokhara* disaster to call the idle and thoughtless to a memorial service in St. John's Cathedral. To what end? According to Dr. Dobson's advertisement in the *Telegraph* there is a Law of Storms, and so far as we can judge the *Bokhara* was wrecked through disregard of that law. First of all she ran into a typhoon. Why she ran into it we do not know yet, but suppose it will be explained at the Marine Court of Enquiry. At present we can only surmise that it was owing to confidence—confidence in the ship, confidence in her being able to ride through a typhoon, confidence in the professional experience of her Captain and his officers, confidence in their knowledge of the Law of Storms, confidence in their being able to make the usual run from Shanghai to Hongkong, and perhaps a seaman's disinclination to turn tail and incur black looks and uncomplimentary remarks from his owners if adverse weather prophesies had come to nothing. However, the *Bokhara* ran into a typhoon instead of running out of one, and this error of judgment cost the Captain, crew, and passengers their lives and the P. & O. Co. an old but valuable ship. During the typhoon everything that could be done appears to have been done; everything which seamanship required or experience dictated seems to have been attempted, but, and unfortunately there is a but, what wrecked the *Bokhara* was the sea breaking over her, washing away the engine-room skylights, flooding the engine-room, putting out the fires, and stopping her machinery. It is stated that while oil was poured upon the water the waves did not break over the ship, but when this was discontinued, or the latrine passages became choked up or from some cause yet undiscovered, but which seems connected with a cessation of the supply of oil on the water, the waves gained the upper hand and, breaking over the vessel, engulfed her. It is sad, pitifully sad, but in the name of all that is pitiful why should the Rev. R. F. COBOLD scandalize persons by making of it an opportunity for advertising his trade? Simply to show he is of the Church Militant here on earth, which, like PEAR'S Soap, has to seize every chance to keep itself before the public? He begins in a modest kind of way by advertising a memorial service for 5.30 of the clock on Wednesday the 19th October, and ends by deferring it until such time as he can get together a big show. Unlike Dr. DOBSON, who is an exponent of the Law of Storms, the Rev. R. F. COBOLD is an exponent of the Laws of Providence, and now he is going to connect Providence with the wreck of the *Bokhara*. To anyone exercising his or her reasoning faculties it must appear as if there were only two ways of mixing up Providence in the matter—either to praise or to blame. We scarcely think the reverend gentleman would propose a vote of thanks for the loss of the *Bokhara* and we hardly believe that he would venture to move a want of confidence in Providence on account of it. But why in all seriousness should he want to address Providence at all? If the *Bokhara* disaster has been heavy on his mind and he thinks prayer will do him good, by all means let him pray, and so

one will say him nay; but without a crowd it would not be to use a well-worn sporting simile, the Rev. R. F. COBOLD first and foremost nowhere. It is, we know, customary for a minister of religion to introduce the dead to another world by reading a burial service over their remains, and if the Rev. R. F. COBOLD had been content, in all that solemnity of the presence of death inspires, to perform a funeral service in the Cathedral, we might have thought it useless but still have held our peace, as it would have been a proceeding under the circumstances not uncalled for, and one too which would have testified respect for the drowned. But to make an advertisement out of a disaster, compels as to cry "shame." The Rev. Mr. COBOLD would probably like to see the survivors placed in the front row of his congregation in order to single them out as examples of the merciful interposition of Providence! Or he might even go the length of suggesting to them that it would be fit and proper they should themselves return thanks to Providence for their safety, forgetting or ignoring that Providence only helps those who help themselves. It is a subject for congratulation to the survivors that they escaped from a sudden and terrible death, but do they, or does anyone, imagine that Providence had anything whatever to do with it? If they do, then what must they think of this same Providence which destroyed all the others? People require to be educated to rid themselves of the idea that there can be supernatural interference with Natural Laws, and this will never be so long as they are content to follow the lead of advertising geniuses like the Rev. R. F. COBOLD.

## TELEGRAMS.

## DEATH OF LORD TENNYSON.

LONDON, October 19th.  
Lord Tennyson's death was most peaceful; the room in which he died was lighted only by the rays of the moon.  
[Renter is evidently a first-class humorist; we are so glad that Alfred did not put to the Great Hereafter under the light of a kerosene lamp.—Ed. H.K. Telegraph.]

## FRANCE AND CHINA.

October 19th.  
The French press are resentful at the constant attacks on the French consuls in Tongking, and urge the Government to make a formal complaint to the Peking authorities. The press advise this course as they consider these attacks are instigated by the mandarins.

## FRANCE AND DAHOMEY.

Desperate fighting has taken place between the French and the King of Dahomey's troops on the West Coast of Africa.

THE NEW O. B. C.  
The Liquidator of the New Oriental Bank Corporation, Limited, announces that a dividend of four shillings in the pound will be payable in January next, and he hopes to be in a position to declare an additional dividend three months later.

## THE LIFE GUARDS MUTINY.

October 19th.  
The 1st Life Guards have been removed to Shorncliffe.

## DISAFFECTION IN THE ARM. SERVICE CORPS.

Owing to some saddle and harness cutting having occurred in the Army Service Corps, the troops have been confined to barracks.

## THE HOME GOVERNMENT AND THE "BOKHARA" DISASTER.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."  
SIR,—I am directed by his Excellency the Governor to forward to you a copy of the following telegram received from the Secretary of State for the Colonies:—  
"Governor, Hongkong.—I have learned with the deepest regret of the loss of life in consequence of the wreck of the *Bokhara*. Express my sincere sympathy to the relatives of those who have perished."  
Yours faithfully,  
J. T. STERLING,  
A. D. C.  
Government House,  
Hongkong, October 20th, 1892.

## LOCAL AND GENERAL.

H.M.S. *Porpoise*, after a slight touch-up, will leave for the North in a few days.

WE understand that the new wing of the Hongkong Hotel will probably be opened to the public on November 1st.

STAFF PAYMASTER T. GUARD has been appointed to the *Victor Emmanuel*, his appointment dating from September 10th.

H.M.S. *Redpoll*, now about paying off in Hongkong, is undergoing a thorough overhaul preparatory to being re-commissioned.

THE *Honam* inaugurated her temporary return to the Hongkong-Macao route on Wednesday by making the run across in two hours and forty minutes, going easy.

THE adjourned meeting of creditors of A. G. Gordon & Co., Limited (in liquidation) was held on Wednesday last, but as there was no quorum, was adjourned *ad hoc*.

THE insurance companies affected by the loss of the *Bokhara* are arranging with the Chinese Customs for the service of divers to save the treasure that was on board at the time of the wreck.

A MARINE COURT will assemble at the Harbour Office to-morrow at 10.30 a.m. to inquire into the circumstances attending the loss of the British steamship *Bokhara*.

On the 15th inst. at Hanoi a match manufactory was opened by the Governor-General, the Commander in Chief assisting. In presence of all the nobility and gentry of the place.

THE Agent (Mr. Geo. R. Stevens) informs us that the Nippon Yusen Kaisha Co.'s steamer *Sakata Maru*, on route to Australia, left Nagasaki for this port at daylight to-day.

As the repairs to the *Huangshan*, now at Kowloon Dock, will occupy about another week, the *Honam* will continue the Company's service on the Hongkong-Macao route for that period.

THE Agents (Messrs. Dodwell, Carill & Co.) inform us that the Northern Pacific Steamship Co.'s steamer *Victoria* arrived at Yokohama from Tacoma yesterday, and sails for this port, via Kobe, to-day.

CAPTAIN T. HALL will, we note, take the Douglas Co.'s steamer *Formosa* out of port to-morrow, *via* Captain H. Bothwell, who takes over command of the same Company's steamer *Thales* from Mr. A. E. Hodgins, the acting commander.

We hear that Captain A. Tillett, R.N.R., Marine Superintendent of the Canadian Pacific Co.'s steamers at this port, has accepted the Presidency of the British Mercantile Marine Officers' Association, *vice* Capt. S. Ashton, who lately left the colony for a trip home.

Mr. Wong Tsi Hsi, the misguided Celestial who has lately become addicted to law suits, is still in the clutches of the legal fraternity, who apparently are not yet content with the thousands of dollars he has paid them. He is to figure in two more small actions to-morrow.

THE Rev. Mr. Cobbold informs us that the special Memorial Service at the Cathedral in connection with the *Bokhara* disaster, having been postponed to allow arrangements to be made whereby the Naval and Military authorities may attend, will be held on Saturday next at 4.30 p.m.

If we are able to interpret the signs of the times, and the true meaning of semi-official utterances, correctly, the French are anxious to create fresh complications with China; using what has been aptly described as the "Tongkin Tangle" as the basis for protests, and other little diplomatic manoeuvres.

A SPECIAL memorial service was held at St. Peter's (Mission) Church, West Point, last night, and was very largely attended. The Rev. G. G. Goldsmith conducted the service, and the Bishop of South China (Dr. Berrill) preached an eloquent and touching sermon in reference to the *Bokhara* disaster.

"THE Hongkong Telegraph" will publish a full, descriptive and carefully revised and edited report of the *Bokhara* disaster, in pamphlet form, in time for the next homeward mail. As a limited number of copies only will be issued orders should be sent in to the Manager of this paper as soon as possible.

It is rumored—and we give the rumour for whatever it may be worth—that it is contemplated to fix a far distant date to finally close the *Exposition Universelle* at Manila, of which Messrs. Jardine, Matheson & Co. (including Mr. William McGregor Smith) were the original promoters and are the general managers.

THE troubles in Peking are reported to have practically terminated. Colonel Walker, after following the Orang Kayah as far as the Kelantan frontier, has returned to Lipa, and the Governor of the Straits Settlements has ordered the troops to be withdrawn. Ruhs and Panjoms will possibly now have a chance of creating that boom we have been looking for so long.

THE Hongkong Hotel has had a rattling business on Tuesday night, about fifty persons remaining in the popular resort until past nine o'clock, waiting for the *Hongkong Telegraph's* report of the wreck of the *Bokhara*. Owing to the difficulty of obtaining reliable information regarding the shipwreck, etc., we were somewhat late in going to press that evening; but our report was worth reading when it did come up, and the *Telegraph* boomed accordingly.

On Tuesday night the compound of the *Hongkong Telegraph* office was crowded by about a hundred and fifty people, Europeans and Asiatics, all waiting for the issue of the *Telegraph* containing the detailed report of the wreck of the P. & O. Co.'s steamer *Bokhara*. And they patiently waited from 9 o'clock till 10. This is about the greatest tribute that has ever been paid to any newspaper in this colony, and we value it accordingly though, we sincerely apologise for causing it. There was no crowd round the doors of the *China Mail*.

We read in a home paper that the experiment tried a few months ago of recommissioning ships on the Pacific Station by means of crews sent overland from Halifax to Esquimaut by the Canadian Pacific Railway having been attended with success, the Admiralty have decided to recommission H.M.'s ships *Dolphin*, *Hyacinth*, and *Nymphs* with fresh crews to be conveyed by that route. Orders have accordingly been issued for the troopship *Tyne* to be ready to leave England on October 6th for Halifax with new crews. Formerly ships were sent from the Pacific to the China station to recommission.

THE *flot* held at Manila in honor of the fourth centenary of Columbus are stated to have been on an unprecedented scale of magnificence. The processions, illuminations, and general festivities surpassed anything previously seen in the Philippines, and for three whole days and nights "all went merry as a marriage bell." A grand ball was given in the Municipal Hall, for which no fewer than three thousand invitations were issued, and it proved a brilliant success. Foreigners resident in Manila were treated with marked courtesy and kindness. A correspondent assures us that the illuminations even surpassed the gorgeous celebration at Hongkong's Jubilee.

AMONGST other arrivals by the French mail this morning was Mr. Mathew John Denman Stephens, who was for many years a well known legal counsel in this colony. Mr. Stephens has been produced as a witness in the *Victoria* case, and he has come to this colony to fight out to the bitter end. Mr. Stephens means to have his half-cent of flesh if he can manage it anyhow, and he certainly deserves all he can get. At one time M. J. D.S. was a "pard" of our learned friend Francis J.C., and afterwards he ran in double harness with Harry Holmes. And now nobody remembers him, and he is asked to keep better, is rather low, and he is well.

THE German gunboat *Nits* left for Amoy and Shanghai at 10 o'clock this morning.

In consequence of the great success which has attended the efforts of Professor Canaris, and for the special benefit of a large section of the public who find night performances inconvenient, there will be a *matinee* at the City Hall Theatre on Saturday. The programme will be carefully arranged from the best items in the excellent repertoire of the "Bijou Company," which are all of a really high class, and well worth seeing and hearing. It would not be a bad idea if Canaris would tell us what time it will begin. We are not magicians.

WITH reference to a paragraph which appeared in our issue of the 15th inst. regarding tenders for a new dredger for MACAU, we learn on good authority that the instructions sent from Lisbon applied only to the Hongkong and Whampoa Dock Company. The Government of Macao has apparently no voice in the matter at all, beyond carrying out the directions of the Minister for the Colonies. All tenders for the proposed dredger—and we believe any firm is at liberty to tender, although detailed particulars of what is required have only been supplied to the Minister of Marine and the Colonies, at Lisbon.

A Government *Gazette Extraordinary* was issued this afternoon, notifying "for general information, that a Funeral Service for those who were lost with the steamship *Bokhara* will be held on Saturday next at 4.30 p.m. in St. John's Cathedral." The notification is signed by the Hon. G. T. M. O'Brien, Colonial Secretary, and as we consider the special issue of the *Gazette* as an utterly useless and entirely un-called-for waste of public money, we should like to know what the "loss" of the *Bokhara* has to do with the "loss" of the *Bokhara*. And besides, nobody outside official circles, the Press and a few Chinese contractors ever sees the *Government Gazette*, which is an expensive relic of red-tape officialdom that ought to have been abolished years ago. A notice in the local newspapers would have twenty times the circulation of the *Gazette* at one-tenth the expense.

THE French mail steamer *Orus* arrived in harbour and was alongside her quay this morning at six o'clock and yet it was 7.30 before the Post Office launch came alongside to take delivery of the mails and it was after 10 o'clock before letters, papers etc., were ready for circulation. This sort of thing won't do in Hongkong; in fact we have put up with it far too long. Unless the postal department is very shortly placed in the hands of a sensible man who knows what he is doing and is in a position to do it, we must call an indefinite meeting of the Public Recreation Ground (alias the Chinese Ground) to protest against any more of this gross official incompetency or neglect being tolerated. The departmental official intellect in Hongkong would certainly appear to be an unknown quantity, a sort of mental vacuum that badly wants filling up with—anything that will fill up.

In the Supreme Court this morning, before the Acting Puisne Judge, Messrs. Arnold, Karberg and Co. sued Lai Lai Hing and others for the recovery of a few dollars, paid to defendants in consideration for plaintiffs having, as alleged, charged too high for certain tobacco supplied through the firm to the Chinese from a New York house, which refused to refund in turn to Arnold, Karberg and Co.; hence this suit. The transaction has already been before the court once, Lai Lai Hing suing Arnold, Karberg & Co. for breach of contract as to the price of the tobacco, so that the present action is somewhat of the nature of a counter-claim. The first suit was given against the Chinese, last week, and is to be argued in a few days. The second case is to be argued in a few days. In both suits, Messrs. Arnold, Karberg & Co. were represented by Mr. Hastings (Wotton and Deacon), and Lai Lai Hing by Mr. C. D. Wilkinson.

THE *London and China Express* of September 16th says that "Mr. Granville Sharp, a very old and respected resident of Hongkong and a descendant of the philanthropist of that name, has just forwarded the restoration of Granville Sharp's tomb to Fulham Church-yard, and a sum has been handed to the Rev. William Mundel, vicar of Fulham." We should like to know what was the amount of this donation for the restoration of the philanthropist's tomb, and the *Hongkong Telegraph* will be glad to publish the name of any man, woman, or child in this colony who will certify that Mr. Granville Sharp has ever done anything in this colony to make him respected or loved by the people of London contemporary, a respected resident of Hongkong. Public opinion writes down the venerable land speculator as a plausible and cunning humbug of the first water—*vide* his speeches on Kew's Bill at the recent Chamber of Commerce meetings.

THE *Current and Halfpenny* published some time ago an exceedingly French "trivial" to the Mayor of Hongkong, entitled the *Exat-Major*. As a natural consequence, M. de Cuere, editor, and M. Médières, the writer of the article, were challenged by a number of idiots to come out and be killed. The first "duel"—they call it duelling—was between the latter gentleman and a military officer, apparently of the same sort as the fools who yelled "à Berlin" in 1860 and then caved in at Metz. The warlike duel turned out, and so did the literary man; but the brave soldiers produced a telegram from their camps, saying that it would be a disgrace to go against M. Médières had a criminal charge pending against him. That gentleman said it was a lie with appropriate adjectives, and used language enough to provoke duels with the whole French army; but the army was not inclined for risking its valuable clothes, so to France a suit, liable to be torn in a fight; so the duel was off. Next, M. de Cuere met by a trembling lieutenant who begged to be excused, on the ground that nobody knew whether "M. de Cuere" reflected from the army many years ago was honorable or not. More expostulations, etc. Then followed volumes of correspondence, negotiations with various authorities, "juries of honour" to decide knotty points, such as whether a gentleman earning \$10 a month could crawl out of a duel with a \$100 man on the score of inequality of position for pure, and so on. Everybody was fearfully anxious for pure, and glory, so long as the glory was his and the good some other person's. At last, after every excuse for delay was played out, they couldn't help coming on to the field of battle; De Cuere was scratched on the right wrist; the umpires decided that De Cuere's wound was visible with the least powerful microscope, so he was considered killed; and De Cuere was carried. Médières met his man, and got scratched in the right forearm, which was a "mortal victory" for the other fellow; honour was satisfied some more, and no order was made as to costs. Then De Cuere and Médières both had to challenge about forty other people for making the instructions beforehand about disavowal; one of the slanderers being M. Courbet, editor of the *Avant* (opposition paper). More cat-fights all along the line.

THE Canadian Pacific Railway Co.'s Royal mail steamer *Empress of Japan*, from Hongkong, left Yokohama for Vancouver at daylight to-day.

MR. E. W. MITCHELL, the honorary Secretary of the Hongkong Amateur Dramatic Club, courteously informs us that in consequence of the *Bokhara* disaster, the Committee of the Club have decided to postpone the performance of "In Honour Bound" and "On Hall" until later in the year.

## THE "BOKHARA" DISASTER.

## ANOTHER SURVIVOR'S STORY.

Amongst those who got ashore on Sand Island on the 10th instant after the *Bokhara* struck one of the dangerous reefs that abound in the Pescadore Group, were two out of the seven quarter-masters carried in the ill-fated vessel, namely, Frederick Ward (of Southampton) and William Lewis (of the Isle of Wight). Ward was at the helm from 8 until 10.30 p.m. on that awful Monday night, when his mate, Lewis, relieved him, and he, in accordance with the regulations, kept a lookout on the lower bridge, the wheel by which the ship's officer is being on the upper bridge, close by the officer of the watch. Ward of course knew and saw all that was taking place on board during the greater part of that eventful night and up to the time of the awful crash upon the reef, while his mate, who was at the helm, was the last man to leave the ship alive, it being his duty to hold on to the wheel until he saw it was useless to do so and that the moment had arrived when he must make a leap for his life into the boiling surf. These men are therefore in a position to give a thoroughly reliable narrative of what took place, and as their story (as related to a *Telegraph* representative who called on them at the Sailors' Home yesterday) is not only deeply interesting but contains some important items of news that have not yet been published, we give it *in extenso* as follows:—

In reply to numerous questions Frederick Ward said:—I have been two months on board the *Bokhara* as quarter-master and previously served in that capacity on other P. & O. liners after leaving the West India Mail Co.'s service. The *Bokhara* left Shanghai on the 8th instant and everything went well until 4 p.m. of the 9th, when the N.E. monsoon, which we carried with us from the Saddle, freshened to a heavy gale. At 10 p.m. we 'hoove to' and remained on one tack until 1 o'clock the next day, when an attempt was made to put the ship on the opposite tack, but the attempt failed. The ship would not come up to the heavy sea, and wind keeping her off. We then altered our tack, and proved useless and were soon blown to ribbons. Then tarpaulins were tried, but they proved equally ineffective, and practically the ship was at the mercy of the elements and drifted at the rate of about four miles an hour, and continued to drift up to the hour of stranding. I was at the wheel that night from 8 to 10.30 o'clock when my mate, Lewis, relieved me. He would have taken the helm from me at 10 o'clock, but was engaged in covering up the cabin with tarpaulins in the quarter-deck windows of the upper saloon, which had been smashed in by a tremendous sea, and also the engine-room skylight, which had been stove in by the seas that constantly thundered on board. As soon as Lewis relieved me I went on the look-out station, on the lower bridge. We didn't expect to see land, but still a sharp watch for it was maintained, and also for the appearance of the Chinese coast-guard, which was under the impression at this time that we were clear of the Pescadores. The ship was running and frequently breaking over the ship accompanied by rain squalls of hurricane force. That Monday night the weather was worse than I had ever seen it in my whole career at sea, but the *Bokhara* faced it staunchly, better in fact than any ship I have ever been in, and I firmly believe that with plenty of sea room she would never have gone down. While at the wheel that day we (the quarter-masters) had great difficulty in steering, and during the night of the 10th we simply kept the helm as steady as we could up to the time of striking. At 11.40 p.m. on the 10th I was 'sighted' by the third officer, Mr. Ingles, on the lee beam. He reported it at once to the Captain who immediately sent me for the chief officer, who was on the main-deck superintending the throwing of engine-room oil over the weather side. When the chief officer came on the bridge the Captain said to him—"Prickett, that is land on the lee beam! A lee beam! A lee beam!" Then said—"Good-bye, Prickett, Captain Sams, Parry," and shook hands with those officers, then turned towards myself and Lewis who was steering, and said "Good-bye, my men." Then he ran off the bridge towards the saloon to warn and call the passengers out. I heard him say "out" to the passengers to come up, but never saw anything of him after he left the bridge. Just at that time a huge sea crashed on board and I fancy I carried him overboard, for we never heard of him any more, neither did we see him either alive or dead. The next sea that broke on board washed us all off the bridge. We had life-belts or buoyo, on my mate having lashed his life-belt to himself with his scarf. The Captain, I remember, had not provided himself with a life-belt when he went off to look out for the passengers. He thought nothing about himself apparently—it was the lives of the passengers and crew and the safety of the ship that occupied his attention. His coolness in the face of what I called a certain death, I shall never forget. Nothing surprised him. As he stood on that bridge hour after hour of the weary days and nights, sometimes uttering kind and cheery words to his officers and the quarter-masters, at others trying to make out his position, he was a model of what a British sailor should be. Captain Sams was his ship's doctor and he did it. When that morning sea struck the *Bokhara* and smashed in the thick glass windows, and was standing close to me watching the barometer, a piece of the glass struck his ear with sufficient force to cut it pretty deep. But he took no notice of the injury, continuing to give orders and watch the glass just as if nothing had happened. But to continue the yarn. I told you we were washed off the bridge into the raging sea. When we were in the water I thought it was all over as I could get clear of some wreckage that I got foul of. However, after a desperate struggle I did succeed, but lost my hat in the attempt. I then struck out in the hope of getting on some floating spar or beam or anything that might be floating about. In a minute or two I found myself grasped by one of the *Lasar* crew who got on my back with his arms round my neck. I tried to shake him off and when he bit his arms, fearing that he would choke me, and cause me to be drowned, as well as himself, I was so used, so I struggled on with my head and neck, and then, and at last was thrown by a blow up on a rocky shore. There I lay for a minute or two gasping after the struggle for dear life, when suddenly a wave caught me and cast me about yards further up the beach, cutting and bruising me slightly. I then scrambled further up the beach, and then, and at last was thrown by a blow up on a rocky shore. 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officers were washed ashore and a lot of Lascars. We were then on the weather side of the land, and decided to scramble over the steep sides of the hill and get under shelter on the lee side, for we were sheltered by the hill. My party and I were then to be washed up on the beach with the confounded Lascar still holding on to me. Arrived on the other side of the island we found a small hut and entering it discovered Dr. Lawson, a passenger, there. In the morning all hands on the island were mustered at the hut and we then found what an appalling loss of life there had been. The island was perfectly barren and absolutely uninhabited so that the outlook was pretty black. We made up our minds that it would be about a week on the island before any help could arrive, and so set to work to do the best we could for ourselves. Some bales of straw-braids were washed up on the beach, and after opening and drying their contents, we laid the straw down on the floor of the hut as bedding. Then we picked up some articles of clothing that had been washed ashore, and after drying them, allowed them to be used as much as possible. For food we picked up some tins of biscuits along the seashore and ate those in the centre of the tin, as they were not so much affected by the sea-water as those outside. A small well of brackish water formed our water supply. We stuck it out in that way until Wednesday when some fishermen came along, and after a lot of bother (Dr. Lawson interpreting their half-Chinese dialect) they were persuaded to take Dr. Lawson and myself, Makum off to Pehlo Island, a few miles distant. The fishermen were willing to take all the white men off, but they did not want to help the Lascars. Mr. Prickett, the chief officer, declined this offer and said he would not leave any members of the crew on the island and Lewis and I decided to stand by the officers. If it was necessary to die it would be as well to do so on that desert island as anywhere else. So the two passengers were taken off, and they promised to do their best to procure food for us. After a while the fishermen loaded their boats with wreckage and then said they would take us off to Pehlo Island. We therefore left Sand Island upon arrival at Pehlo found Dr. Lawson and Lieut. Markham there. We were all lodged in a sort of joss-house and attended to as well as the old pilot there knew how. We stopped there for a day and a night and were then taken in junks to another island and had to tramp about five miles overland to Makum, where we were taken before the mandarins, who turned out a real good fellow. He gave us capital food, and champagne and cigars to any extent. His interpreter was also a very decent man and made things comfortable for us. While there a native doctor attended to our wounds, and healed them up quickly with some stuff I'd like to have the recipe for. The first signs of rescue came from Fisher Island light-house about six miles off, whence a note from the light-keeper arrived by a boat. The keeper stated that two bodies, a male and a female, had been washed up on the island and he therefore supposed a vessel had been wrecked near by. Would the mandarin inform him if he knew anything about it, and if he had any European survivors in his keeping he would be happy to send clothing for both men and women as well as bread and butter and pipes and tobacco. In response the fourth officer went back to the boat to inform the light-keeper of the true state of affairs and get him to help signals of distress should any steamer be passing. This was done as the Douglas Co's steamer *Thales*, which had been searching the Pescadores, had been in sight. She came in to Makum and took us on to Taiwanfoo. The officers of the *Thales* were very kind, fed and clothed us and did all in their power for us. In fact I am now wearing a new suit of clothes given to me by the *Thales* officers. We got to Taiwanfoo that night and were taken the next morning on board H.M.S. *Porpoise*, which vessel, as you know, brought us on here to Swatow.

Have you lost much by this disaster? About 500 worth of clothing and effects, which is a serious matter for me, a man on £4.10 per month, with a wife and aged mother to support at home, in Southampton.

What are you going to do now? The managers at P. & O. Co.'s office said that my wife and I would be put on board another P. & O. steamer in a day or two.

Are you a subscriber to the Shipwrecked Mariner's Society? No, I'm sorry to say I am not. It comes hard on a man who has a wife and family to support, to subscribe to such societies.

Who were your fellow quarter-masters? Well, there's my mate, Lewis, who is, as you see, saved. He is supporting an aged mother in the Isle of Wight. Then we had four other English quarter-masters, and one was a Finn, shipped at Shanghai the other day.

Who is dressing your wounds? I go to the hospital every day for that purpose. I could have stopped there, but prefer to be in the Sailor's Home, and so does my mate. I may tell you, before you go, that an engine-room artificer of H.M.S. *Swift*, who was a passenger, went down to help the engineers when we were flooded out below, in response to the request of the second engineer. He was a man about 40 years of age, and wore a full beard and whiskers. He went down below to assist about 20 minutes before the ship struck.

[This artificer of the *Swift* we understood, is one of the two men who is stated to have got safely ashore on a small island in the Southern Pescadores.]

## IN SEARCH OF THE "BOKHARA"

### REPORT OF THE "THALES"

The Douglas Company's steamer *Thales* arrived here this morning from Swatow. In order to get a complete account of this latest terrible disaster to the Mercantile Marine of the Far East, a representative of the *Hongkong Telegraph* and an editor of the *South China Morning Post*, accompanied by the British and German consuls and Dr. W. Myers, with appliances, went in her. We received the first information by junks from the Pescadores, and it is reported that two other persons are alive on one of the other islands, and that every hope is entertained of their safety. The description of the other two foreigners is—one, an elderly man, with a beard, and the other quite a young man. The latter may possibly be Tammes, as he had reached some other island, and was rescued by Consul Warren and the Chinese officials.

On such slight evidence it is unsafe to base any definite hope, which might only end in disappointment; but from among all the vague reports flying about we give the least improbable for what they may be worth.

The Naval authorities here were, it is said, expecting an engine-room artificer from H.M.S. *Porpoise* (not the *Swift*), and on his way here from the north for medical examination, with a view to being sent home if necessary. This might be one of the men on the southern island.

## THE VANISHING ACT.

### VOLUME 70, NUMBER 10,000.

Latest addition—Mr. T. Stevenson.

Last address—High Level Tramway office, Hongkong.

Liabilities—Nothing very great.

Assets—Still less.

Method of disappearance—Said he had got a berth at Gap Rock; borrowed extensively on the strength of it, and vanished. I supposed everybody to be safe at Gap Rock, unable to help a man, supposed, as the prophet says, and gets left every time. Just discovered that Stevenson is not at Gap Rock, and how several young fellows produced a revolver and shot his teacher dead. The boy immediately afterwards committed suicide.

Man 1—

"Yes; survivors; send a boat." I then sent the chief officer, Mr. L. R. James, to the island with the boat and having got under the lee of the land, steamed close in to the shore. Mr. James brought off the 4th officer of the *Bokehara*, Mr. Sweeney, who informed me that there were 22 survivors besides himself, who were over in Mekong in the yacht of the Chinese magistrate of that place. The appearance of Mr. Sweeney was very pitiful. He had been so thoroughly upset by the force of the storm and the danger and exposure he had undergone as to seem a perfect invalid. What little clothing he had of his own had been supplemented by presents from the light-house people, and as he was wearing the clothes of three or four different men, he looked like the typical castaway.

The *Thales* was then put under way for Mekong harbour, arriving there about 11 o'clock and anchoring off the great gate of the city. Mr. A. W. Bain, the Taiwanfoo manager of the Douglas Company, Mr. Sweeney and I at once went ashore and proceeded to the Yamen. A great crowd of Chinese met us at the landing, and treated us with the greatest courtesy and kindness, trying to explain how glad they were we had come to take away the luckless survivors of the *Bokehara*. On reaching the Yamen we were most warmly welcomed. The twenty-two unfortunate men who had escaped the fate of their 125 fellow-passengers were in a truly pitiable condition. Bruised, injured, lame, cut and haggard, they were a perfect picture of misery. The effect was increased by the Chinese costumes they were wearing, which had been given them by the head mandarins of the town. They all spoke in glowing terms of the great kindness of this official, who seems to have left no stone unturned to make them feel comfortable and at home. He even went so far as to give them what champagne he had, and to try to prepare their food in European style. I counted the survivors and found them to consist of seven Europeans and 16 Lascars of the crew. The seven Europeans included the 1st, 3rd and 4th officers of the ill-fated steamer, two quarter-masters and two passengers, Dr. Lawson of the Hongkong Government Hospital, and Lieut. Markham, of the Shropshire Light Infantry, members of the cricket team which went up to Shanghai. We made preparations to return to the *Thales*, in which we were greatly aided by the mandarin and his staff. One of the Lascars, whose leg had been broken in the wreck, was placed on a litter and carried by the Governor's men as gently as if it had been on a British ambulance. He died, however, from the effects of what he had suffered, gangrene, and mortification set in before we got to Amoy. All the European survivors thanked the Governor and his people and said farewell with a hearty ringing cheer. The Lascars fell upon their knees and salaamed in their own national manner.

We were escorted to the landing by the officials and a great crowd and then we found that the Governor had sent us his steam-launch and that all of us managed to return to the *Thales* with perfect ease and comfort. On reaching the steamer the wounds of all the injured men were dressed under the supervision of Dr. Lawson, and we gave each one a change of clothing. A heartyiffin was then enjoyed by all, and Taiwanfoo was reached that evening at 8 o'clock, where Mr. A. W. Bain invited all the survivors to his residence. On Sunday morning H.M.S. *Porpoise* turned up and offered us every courtesy. The Captain called at what he had been told was the house of the *Thales* and on board he gathered all the people together and took them on board his vessel, which left shortly before noon for Hongkong via the Pescadores and Swatow.

We did not meet Consul Warren at Taiwanfoo as he had already left on Saturday morning for the Pescadores on the same errand as ourselves. On Friday a junk from the Pescadores arrived at Taiwanfoo and reported that a great white steamer laden with silk and with about 300 men on board had been wrecked near Sand Island, Consul Warren telegraphed to Takow for Dr. W. Myers and surgical instruments, engaged the steamboat *Sin Tai Wan*, put in provisions, clothing, arms and medicines and at dawn on Saturday morning set out to make a thorough search of the Pescadores. He had not returned to Amoy when the *Thales* left there on Monday. From what Mr. Warren said to his friends before leaving, later that he is staying to bury the dead, to pick up any possible survivors, who may have reached some other island, and to save any property from the wreck.

Many of the bodies will undoubtedly be thrown up on the beach. In fact one Chinese fisherman said there were over twenty on the beach. We were told that there were two other survivors on a small island in the Southern Pescadores, and it is possible that there may be others. I am certain that every one who may have been lost to get ashore on a small island will be rescued by Consul Warren and the Chinese officials.

## THE "BOKHARA"

Through the courtesy of Mr. W. M. B. Arthur we are enabled to give the following further details, contained in a private letter from his son, Mr. H. Arthur, now in Amoying—

"Our firm (Bain & Co.) sent the tug-boat *Sin Tai Wan* to the Pescadores before the arrival of the *Thales*, and the British and German consuls and Dr. W. Myers, with appliances, went in her. We received the first information by junks from the Pescadores, and it is reported that two other persons are alive on one of the other islands, and that every hope is entertained of their safety. The description of the other two foreigners is—one, an elderly man, with a beard, and the other quite a young man. The latter may possibly be Tammes, as he had reached some other island, and was rescued by Consul Warren and the Chinese officials.

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Man 1—

## THE "EMPEROR OF JAPAN" IN THE TYPHOON.

Through the courtesy of Capt. A. Tillett, marine superintendent of the C. P. R. steamship line, we are enabled to publish the following letter from Capt. G. A. Lee, giving full details of the rough voyage of the *Empress of Japan*, recently noted—

Woorung, October 13th.

I am sorry to report great loss of time on this trip, having arrived here only at 5.40 this morning. From the Lamcocks, which we passed at 2.10 a.m. on the 9th inst., until off Pishan Island, experienced terrific weather, having for three days continuous heavy gales, accompanied by violent squalls, and at times a most dangerous sea running. It was so thick and misty during those three days that it was impossible to see more than a mile from the ship at the best of times. Being unable to run for shelter anywhere, I stood on and depended entirely on my deep-sea lead. When the weather had cleared, I was glad to find myself in a good position up the coast. Am pleased to say that on the whole the ship came out of the storm very well, as far as any material damage is concerned. None of the boats had been carried away, but some of the works on the upper deck suffered, as well as the figure-head, part of which was washed off, and some trifling things about the deck were broken. On the whole it may be said that the ship proved herself an excellent sea boat. Abstract from the log—

Oct 8th.—Left Hongkong 7 p.m.; light breeze, fine clear weather. Breaker Point 10.5 p.m.; wind freshening rapidly to moderate gale by midnight, with rising lead sea.

9th.—Lamcocks 2.10 a.m.; wind increasing to very heavy gale, with a high, dangerous sea; severe squalls, thick, rainy and misty weather; ship labouring and straining very much, shipping water fore and aft; speed reduced according to wind and sea; sounded frequently with Sir W. Thompson's lead.

10th.—Whole gale tremendous head sea running ship lurching and straining heavily; thick, misty weather, with furious squalls at intervals; sounded every two hours.

11th.—Continued heavy gale, with severe squalls, and thick misty weather. Terrific head sea. Shipping heavy water fore and aft, and vessel still labouring and straining very much.

12th.—Wind and sea slowly and gradually moderated. The record of the wind shows that on the 10th and 11th it reached a force of 10, according to the Beaufort scale—almost full typhoon force. The direction was—8th and 9th, N.E.; 10th, N.E.; 11th, N. by E. to N.E. by N.; 12th, N.N.W. to W.; 13th, N.W. On the 11th, the *Empress* only travelled 42 miles, having a four-knot current dead against her all the time.

## NEWS BY THE AUSTRALIAN MAIL.

The following telegrams were unavoidably held over last night, owing to excessive pressure on our news columns—

LONDON, September 10th.

The Daily Chronicle, in an article dealing with the political situation advises the representatives of labor in the House of Commons to be moderate in their demands for labor reforms, and to give an ungrudging assistance to the Gladstone Ministry.

The proposal of the German Government for an additional outlay of £5,000,000 for military purposes had a very depressing effect upon the Bourse.

It is reported that a number of Jews in Paris have been threatened with destruction by dynamite. The Jews have appealed to the French Government for protection.

September 11th.

The Archduke Ferdinand of Austria will sail in December next on a tour round the world. His trip will include visits to Australia and New Zealand.

The St. Petersburg paper Novosti states that it is impossible for Great Britain to purchase the Congo territory, because the natives of the Lower Congo would never consent to such a transaction.

September 12th.

News from West Africa states that a fresh revolt among the Joba tribe has taken place. The British troops, who have been despatched to subdue the rising, are burning the native villages.

The British authorities have decided to organise three army corps and four cavalry corps as an experiment of the facilities for mobilisation.

The authorities at New York have purchased the island of St. Lawrence, and have decided to use it as a quarantine ground for the isolation of cholera patients and persons suffering from other infectious complaints. The residents of the island have armed themselves and are showing the greatest resistance to the action of the authorities in converting the place into a quarantine ground.

News from Venezuela reports that General Mendez has asked the foreign merchants residing in La Guayra, and has made demands upon them for money. The Consuls, with the exception of the representatives of Great Britain, the United States and France, have been arrested. The United States Consul was taken into custody, but threatened that he would appeal to the warships for protection. He was thereupon set at liberty without delay.

The Middlesex grand jury has found a true bill against the man Thomas Neill, or Cream, for four charges of murder of girls by poisoning.

September 14th.

The Privy Council of Ireland has repealed the remainder of the edicts of the Irish Coercion Act.

Intelligence regarding the situation in Central Asia is to the effect that Russian troops are being mustered at Murghab, on the Afghan frontier, with the intention of establishing a permanent station at that place. The Amir of Afghanistan has called upon his vassal Khans to assist him in resisting Russian encroachments.

An extraordinary occurrence is reported from Knoxville, Tennessee. The members of a band known as the White City Society, an organisation whose objects are to improve the morality of the people, entered a house occupied by libertines. They seized the mother and her daughter and son, and having stripped them to the waists, administered a sound flogging to each. The undesirable characters were warned that if they did not leave the country within a certain time the "white caps" would give them something worse than a flogging.

September 15th.

The half-yearly statement of the Bank of England was submitted at a meeting of shareholders held this afternoon. The profit and loss account showed the profits for the half-year at £755,000. A dividend of 5 per cent. was declared. The liability of the bank in connection with the Baring Bros. failure was shown at £5,000,000.

Particulars of a terrible tragedy are to hand from Austria. A scholar at a school in Galicia entered a school against his tutor's protestations. During the progress of the lesson the young fellow produced a revolver and shot his teacher dead. The boy immediately afterwards committed suicide.

September 16th.

The question of British losses arising out of the recent civil war in Chili will be decided by a commission which is to be appointed for that purpose.

A proclamation has been issued in Egypt prohibiting the introduction of alcoholic liquors in that country south of the 20th degree of latitude. The whole of the Sudan territory will be affected by the prohibition.

H.M.S. *Warilda* is to be withdrawn from the Pacific station, and she will be succeeded by H.M.S. *Hezard*, a first-class cruiser, which is being fitted out for the purpose.

Russian warships threaten to make further seizures of vessels operating within the waters included in the limit claimed by the Czar. The Earl of Rosebery, British Minister for Foreign Affairs, is awaiting the receipt of details regarding the recent seizures before deciding upon any course of action.

President Rodriguez has been declared Dictator of the Republic of Costa Rica. News has been received of the total wreck of the ship *Golden Horn*, bound from Newcastle, New South Wales, to San Pedro, California. The officers and crew were saved. The *Golden Horn* was built by Messrs. Russell and Co., at Greenock, in 1885, and was an iron four-masted ship of 1915 tons gross register. She was owned by Messrs. J. R. de Wolf and Son, of Liverpool, and left Newcastle for San Pedro on July 3 with 2440 passengers.

It is reported that the British Government is about to grant an amnesty to all prisoners in Ireland convicted of political offences.

Entire confidence in the Birkbeck Bank has been restored, and large amounts are being re-deposited with the institution.

A telegram from America reports a series of outrages by Choctaw Indians. The Indians attacked the white people who had settled upon the country and killed 16 of their number. The outrages were planned as a means of revenge because the white population had ousted them from their lands.

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September 16th.

A telegram from Mexico states that a sum of £600,000 has been found secreted in a convent in that city. It is believed that the money was hidden by the Mother Superior during the war with France. The Government has made a claim on the money.

A committee appointed by the United States Congress to inquire into the merits of the different rifles for warfare has submitted its report, in which it is recommended that the United States forces should be armed with the Krag-Jorgensen rifle.

The report that a military alliance between France and Russia had been arranged has been officially confirmed. It is believed that his Holiness the Pope was largely instrumental in bringing about the alliance.

The Russian war authorities are taking steps to increase the strength of the army at Vladivostok.

Telegrams from St. Petersburg announced that a number of Austrian spies who were arrested at Warsaw have been banished to Siberia.

The Sultan of Turkey is consulting General Alexis Brulmont, the Belgian military engineer, with regard to the fortification of the Bosphorus. The Russian railway authorities have decided to dislodge the whole of the Roman Catholics employed in the service.

General Igo has made an appeal to the members of the Salvation Army to raise the sum of £50,000 as the result of the approaching anti-slavery work. He asserts that he is determined to proceed with his "oversea colony" scheme, and says that should he fail in the undertaking his liabilities will be not less than £300,000.

September 17th.

The Statist urges the British Government to withdraw from the International Monetary Conference, to be held at Brussels shortly. The paper adds that Great Britain cannot agree to any change in the existing conditions.

"General" Booth has not yet decided as to the location of his first overseas colony in connection with the "Darkest England" scheme. He is now inclined to favor South Africa as the most suitable place, and he will arrive at a decision on the matter within the next fortnight.

Owing to the spread of Carlinism in Spain, the Spanish Government has urged upon the Pope the necessity of enjoining Roman Catholics in that country to be loyal to the present Government.

The French miners have passed resolutions demanding the concession of eight hours a day's labor.

September 18th.

The French Minister for Foreign Affairs has despatched a special mission to confer with the Sultan of Morocco.

Mr. William Redmond, M.P., has warned Mr. John Morley, Chief Secretary for Ireland, that armed police are selling cattle on distrait in Ireland, and that the people are becoming roused.

September 19th.

The Meteor Shipping Co., which has recently been formed, and consists of brokers and shippers of meat, have decided to construct several extra vessels, three of which will probably be utilized to develop the Queensland meat export trade.

There is considerable distress amongst the riverine employees on the Clyde, and it is reported that 15,000 shipbuilders are out of employment.

Mr. William O'Brien, M.P., has appealed to Mr. John Morley, Chief Secretary for Ireland, for some measures to relieve the existing distress in Ireland. Mr. O'Brien states that the landlords are attempting to distribute the country by harsh measures for the recovery of arrears of rent, and that in four cases the goods of tenants who were in default have been seized at midnight.

Intelligence campaign in connection with the South Leeds vacancy in the House of Commons, caused by the elevation of Sir Lyon Playfair to the peerage, is proceeding. Serious rioting has occurred amongst the Irish electors, Mr. McMahon, the labor candidate, and a number of his supporters were seriously injured during the disturbances.

The Parnellite section of the Irish party in the House of Commons is demanding the immediate removal of the expatriation of Patrick Egan, recently United States Consul at Chili, and the pardon of John Daly and other Irish political offenders.

The Earl of Rosebery is about to visit Paris for the purpose of discussing with the French authorities the situation in Egypt.

Mr. Thompson, the city assessor of Philadelphia, United States, has had a terrible experience. He was accidentally imprisoned in a safe, and finding there many thousands of his confidential position was discovered. The confinement added fear affected his mind, and when rescued he was quite insane.

A mutiny is reported to have occurred at Santa Cruz, a town in Argentina. The soldiers killed the officers in charge and afterwards set fire to the barracks. The mutineers have escaped to Chili.

Telegrams from New York report that the cholera epidemic has been completely eradicated in that city. The authorities in Canada refuse to believe the reports, and a quarantine has been raised in respect to vessels arriving from the United States port.

## LATEST TELEGRAMS.

LONDON, October 4th.

The British East Africa Company has accepted Lord Rosebery's offer to occupy Uganda until the end of March.

VIENNA, October 3rd.

Count Kalnoky addressing the Delegations warmly approved of Lord Salisbury's foreign policy, in which he foresaw no change.

CALCUTTA, October 4th.

A large discovery of treasure has been made by cultivators while digging close to a bathing place and shrine of Kapilthara, near Banar. Eighteen copper sheets with inscriptions and twenty-eight balls of metal, believed to be silver, were found when digging. Operations were stopped pending orders of Government. A guard of one hundred Police have been sent to the spot where, it is believed, considerable treasure lies buried.

SIMLA, October 3rd.

Colonel Buller, Commandant of the Central India Horse, died here this evening.

SCOTT'S Emulsion of Pure Cod Liver Oil with Hypophosphites is especially adapted to all conditions where the tissues are wasting away from inability to digest and assimilate ordinary food. It is composed of the best Cod Liver Oil and Hypophosphites produce a marked effect in such cases. They restore the wasted tissues, create an appetite, make new blood, heal the inflammation of the throat and lungs, and increase the flesh. In short they form the finest combined food and medicine that can be given the invalid. Any Chemist can supply it. A. S. Watson & Co. (Limited), agents in Hongkong and China.—Advt.

HONGKONG TEMPERATURE.

(From Messrs. Geo. Falcner & Co.'s Register.)

25 days.

Barometer—1 p.m. 30.04

Barometer—4 p.m. 30.04

Thermometer—1 p.m. 78

Thermometer—4 p.m. 78

Thermometer—1 p.m. 78

Thermometer—4 p.m. 78

Thermometer—1 p.m. 78

Thermometer—4 p.m. 78

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Thermometer—4 p.m. 78

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Thermometer—1 p.m. 78

Thermometer—4 p.m. 78

Thermometer—1 p.m. 78

Thermometer—4 p.m. 78

Thermometer—1



## Intimations.

**TAKLEMA COAL-MINES COMPANY, MOJI.**

THIS Company having appointed the Undersecretary AGENTS for their Coal (TAKLEMA ARAKI) in Hongkong, they are prepared to supply Coal ex-Ship, ex-Godown, or trimmed in Bunkers, at prices to be had on application.

Copies of Reports and Analysis to be seen in the Office of the Undersecretary.

**CHEE ON & Co.,**  
Sole Agents,  
Nos. 21 & 23, Lee Yuen Street, East.  
Hongkong, 26th September, 1892. [933]

**THE MIKE COAL-MINING COMPANY.**

THE MIKE COAL is a BITUMINOUS COAL of dark reddish colour. For steam purposes it has been pronounced to be the best and the most economical of all the Japanese Coals. Its export is increasing yearly, and the opinions expressed by several of the largest regular consumers are in testimony of the excellent qualities of this coal.

Attention is called to the following advantages to Ship's Owners and Captains, who coal their bunkers direct from the Undersecretary—

FRESHNESS of the coal.  
UNIFORMITY of quality.  
FREEDOM from impurities.  
Supply in any quantity on shortest notice.  
Quick despatch.  
BEST of weight, etc., etc.

**MITTSUI BUSSAN KAISHA,**  
Sole Agents,  
Hongkong, 5th September, 1892. [890]

**SAI-PANG COALS.**

THE Undersecretary begs to inform the Public that he has appointed HOP-WO-LOONG as Agents for the Sale of the SAI-PANG COALS of the HONDO COAL MINES, Japan.

**KONOMI TAKASUKE,**  
Owner of the Hondo Coal Mines.

WE the Undersecretary are ready to supply COALS of the above Mines, weight and quality guaranteed, in any quantity with the quickest despatch.

**HOP-WO-LOONG,**  
Agents for the Hondo Coal Mines,  
Nos. 36 & 37, Praya Central.  
Hongkong, 26th August, 1892. [855]

**KING WO CHEONG.**

COAL MERCHANTS, SHIP'S COMPANIES, STEVEDORES, &c.

Have for Sale a cargo of AKAIKI COAL, ex-S.S. "BENGLOE."

**M. R. J. W. BOYD,** Superintendent at Kowloon Dock, reports that AKAIKI COAL GIVES TEN PER CENT. BETTER RESULTS than any Japanese Coal he has ever used.

For full particulars as to price, &c., Apply to  
**KING WO CHEONG,**  
No. 31, Praya Central.  
Hongkong, 19th September, 1892. [731]

## For Sale.

**THEY LEAD THEM ALL, THE CELEBRATED CALIFORNIA WINES,**

from the well-known Vineyards of Messrs. KOHLER and VAN BRONKHORST, San Francisco, and JULIAN P. SMITH (Olivina) Livermore, California.

Guaranteed to be Pure and Unadulterated.

Pure BLACKBERRY BRANDY and fresh Consignments of BARTLETT SPRING MINERAL WATER by each Steamer.

Prices forwarded on application to  
**MACONDRAY BROTHERS & Co.,**  
Commission Merchants,  
No. 30, Water Street,  
Yokohama.  
Yokohama, 12th August, 1892. [844]

## FOR SALE.

**THE SCHOONER "MONTIARA,"**

AS SHE NOW LIES IN YAU-MAT-TAY.

Length ..... 75 feet.  
Beam ..... 17 feet.  
Depth of hold ..... 7 feet.  
Registered Tonnage ..... 75 tons.

(Owing to recent alterations the carrying capacity of the Montiarra has been increased to about 120 tons dead weight.)

The Montiarra was built in Singapore, is most solidly constructed of teak throughout, with iron-wood frames, has recently been thoroughly overhauled and experienced European superintendence, and is now in excellent condition. She is a very fast sailer and a most suitable vessel for the Canton kromens trade, or would make a first-class lighter.

For Particulars as to Price, &c., apply to  
**R. FRASER-SMITH,**  
6, Pedder's Hill.  
Hongkong, 17th May, 1892. [925]

**FOR SALE.**

**THE ENGINES AND BOILER OF THE CHINESE GUNBOAT "CHOP-CHENG,"**

AS THEY LIE AT ABERDEEN DOCK.

THE Engines of the Chop-cheng were constructed by Messrs. MILLIS & Co., of Wanchai, and are of the Compound-Inverted Cylinder Direct-Acting Surface Condensing type (Cylinders 20 and 38" dia., with a stroke of 36"). The Crank-Shaft is 6 1/2" dia. at the Crank Pin and 7" dia. at the Journals. The H.P. Piston Rod is 3" and the L.P. 3 1/2" dia. The Piston and Connecting Rod bolts are 2" dia. Air Pump 14" dia. by 13 stroke. Single Acting Circulating Pump 8" dia. by 13 stroke, and Double Acting Food and Bilge Pump (one each) 3" dia. by 13 stroke.

These Engines have been very little used and are in thoroughly good order.

The Boiler is of the Horizontal Multitubular type, with three Furnaces and vertical Domes on top. Its dia. is 10ft. 2" by 6ft. 3" long, external measurements. Furnaces, 2ft. 6" dia., Domes, 4ft. 6" dia. by 4ft. 6" high. Tubes, 1 1/2" dia. number by 3" ex. dia. It is in fairly good condition, having recently undergone considerable repairs, and would last in active service for over five years.

The Engines and Boiler can be inspected on application to the Superintendent at Aberdeen Dock.

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## Intimations.



## THE FINEST HOTEL IN THE EAST.

(Under the distinguished patronage of the Imperial Household.)

THIS fine hotel is situated within five minutes' drive of the terminus of the Yokohama-Tokyo Railway and is in near proximity to the Imperial Palace, the Parliament House and the Chief Public Offices.

There are no inside rooms, thus securing well lighted, ventilated and cheerful accommodations. The Cuisine cannot be surpassed, and the aim of the management is to provide for the comfort and pleasure of the guests. The attractions of Tokyo are countless, and the religious and floral festivals being of daily occurrence are to be seen at their best and on a grander scale than in any other portion of Japan. All the noted actors, wrestlers and jugglers make the capital their headquarters.

RATES, \$3 TO \$4.50 PER DAY.

**C. S. ARTHUR,**  
Manager.

## CENTRAL HOTEL, SHANGHAI.

THIS long established SELECT Family Hotel, situated on the Bund, facing the river, in the centre of the Settlements, has lately undergone extensive alterations, and is now fitted with the latest modern improvements, including Bath and Dressing Rooms ATTACHED to Suites and Single Rooms, with hot and cold water laid on, DOUGHER, SHOWER SPRAYS, etc., and heated to a comfortable temperature during winter.

SEPARATE ROOMS FOR PRIVATE DINNER PARTIES, &c.

The Electric Lighting now partly laid on will be completed during this year, 1892.

An Assistant will attend on Passengers by Mail Steamers.

N.B.—TELEGRAPHIC ADDRESS—"CENTRAL, SHANGHAI."

**F. E. REILLY,**  
PROPRIETOR.

## THE MOUNT AUSTIN HOTEL.

Telegraphic address, "EXCELSIOR," Hongkong. 1,400 FEET ABOVE SEA LEVEL. TELEPHONE No. 35.

A. B. C. Code.

TARIFF FROM DECEMBER 1st, 1892, UNTIL APRIL 30th, 1893, SUBJECT TO ACCOMMODATION BEING AVAILABLE.

Board and Lodging by the Day, one person ..... \$ 3.00  
Board and Lodging by the Day for Married Couples occupying one room ..... 4.50  
Board and Lodging by the Month, one person ..... 60.00  
Board and Lodging by the Month for Married Couples occupying one room ..... 100.00

(CHILDREN BY SPECIAL ARRANGEMENT.)

Sitting-room by the Day ..... \$ 2.50  
Dinner ..... 1.00  
Extra Bed-room by the Day ..... 2.00  
Extra Bed-room by the Month ..... 20.00  
Bed and Breakfast ..... 2.50  
Breakfast ..... 0.75

Tiffin ..... 1.00  
Dinner ..... 1.50  
European Servants by the Day ..... 1.00  
European Servants by the Month ..... 10.00  
(Bedroom extra) ..... 20.00  
Chinese Servants by the Day ..... 0.15

TRAMWAY TICKETS will be supplied to RESIDENTS and VISITORS at the Hotel at reduced rates.—For further Particulars apply at the Company's Office, 38 and 40, Queen's Road Central, or to R. ISHERWOOD, Manager, Mount Austin Hotel.  
Hongkong, 13th October, 1892. [1018]

## PROFESSIONAL NOTICE.

I HAVE this Day resumed my Hongkong DENTAL PRACTICE.

**DENTON E. PETERSON, D.D.S.,**  
No. 9, Connaught House,  
Queen's Road Central.  
Hongkong, 2nd October, 1892. [978]

**SIEN TING,**  
SURGEON DENTIST,  
No. 10, D'ARVILLE STREET.  
TERMS VERY MODERATE.  
Consultation free.  
Hongkong, 27th September, 1892. [966]

**DENTISTRY.**

FIRST CLASS WORKMANSHIP AND MODERATE FEES.

**M. R. WONG TAI-FONG,**  
Surgeon Dentist,  
(Formerly assisted Dr. Rogers),  
HAS REMOVED TO  
THE BANK BUILDINGS,  
QUEEN'S ROAD,  
(Opposite Hongkong Hotel).  
CONSULTATION FREE.  
Hongkong, 27th Sept. 1892. [901]

**HAUENSTEIN'S HOTEL, A MOY.**

THIS First-class FAMILY HOTEL is situated on the beach at KULANGSOO and has First-class Accommodation for Visitors.

As EXCELLENT TABLE is kept, and WINES, SPIRITS, and MALT LIQUORS of the very best quality.

Terms Moderate.

**R. HELLWIG,**  
Proprietor.  
Amoy, 1st September, 1892. [885]

**WINDSOR HOTEL,**  
(in Connaught Buildings),  
QUEEN'S ROAD, HONGKONG.

THE Private Hotel heretofore carried on in WINDSOR HOUSE has now been removed to CONNAUGHT HOUSE.

Cuisine under European management. Each Bed-room has its own Bath-room, Hot and Cold water. Passenger Elevator to all Floors. Charges from \$2 per day upwards.

Special Rates for Families or Permanent Boarders. Offices and Rooms to let Unfurnished, and Rooms with or without Board, by day or month. Apply at the Office, No. 37, 3rd Floor.  
Hongkong, 22nd August, 1892. [813]

**THE SHAMREN HOTEL.**

BRITISH CONCESSION, CANTON.

THIS FIRST CLASS HOTEL, admirably situated within a few minutes' walk of the River Steamer Wharves, is now open to receive Visitors.

The Bed-rooms are cool, airy and comfortably furnished, and the spacious Dining Room, Sitting Rooms, and accommodation generally will be found equal to the best Hotels in the Far East.

The Table D'Hotel is supplied with every luxury in season, and the cuisine is in expert hands.

Wines, Spirits, Malt Liquors, &c., of the best quality only.

A WELL APPOINTED BILLIARD ROOM.

**A. F. DO-ROZARIO,**  
Manager.  
Hongkong, 1st September, 1892. [670]

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Hongkong, 22nd August, 1892. [813]

## Mails.

**U. S. MAIL LINE.**

PACIFIC MAIL STEAMSHIP COMPANY THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA, AND SAN FRANCISCO.

PROPOSED SAILING FROM HONGKONG.

City of Peking ..... Saturday, 22nd Oct.  
China ..... Tuesday, 1st Nov.  
Pyra ..... Saturday, 19th Nov.  
City of Rio de Janeiro (via Honolulu) ..... Saturday, 10th Dec.

THE U. S. Mail Steamship

"CITY OF PEKING"

will be despatched for SAN FRANCISCO, via YOKOHAMA, on SATURDAY, the 22nd Oct., at 1 P.M., taking Passengers and Freight for Japan, the United States, and Europe.

RATES OF PASSAGE.

From Hongkong, First-class.

To San Francisco, Vancouver, Victoria, Esquimaux, New Westminster, Port Townsend, Seattle, Tacoma, Portland, O., To Liverpool and London ..... \$225.00  
To Paris and Bremen ..... 325.00  
To Havre and Hamburg ..... 345.00  
Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

RATES OF PASSAGE TO OVERLAND CITIES. FIRST CLASS.

DESTINATION.	Day Ticket.	Continental Ticket.
Kansas City, Mo., Omaha, Neb.	285.00	291.50
St. Louis, Mo.	291.50	298.00
St. Paul, Minn., Minneapolis, Minn.	298.00	304.50
Chicago, Ill.	298.00	304.50
Milwaukee, Wis.	298.00	304.50
Cincinnati, Ohio	298.00	304.50
Columbus, Ohio	298.00	304.50
Cleveland, Ohio	298.00	304.50
Detroit, Mich.	298.00	304.50
Pittsburg, Penn.	298.00	304.50
Niagara Falls, N.Y., Buffalo, N.Y.	298.00	304.50
Washington, D.C., Baltimore, Md.	298.00	304.50
Philadelphia, Penn.	298.00	304.50
New York	298.00	304.50
Boston, Mass.	298.00	304.50
Portland, Maine	298.00	304.50

All the above Rates are in Mexican Dollars. Special rates (first-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Service, to European Officials in service of China and Japan, and to Government officials and their families.

Passengers by this line have the option of proceeding Overland by the Southern Pacific and Connecting Lines, Central Pacific, Northern Pacific or Canadian Pacific Railways.

Return Tickets.—First Class.—Prepaid return tickets to San Francisco will be issued at following rates:—

4 months ..... \$337.50  
12 months ..... \$393.75

Time is reckoned from date of issue to date of re-embarkation at San Francisco.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10 per cent. from Return Fare. This allowance does not apply to through fares from China and Japan to Europe.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

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Consular Invoices to accompany Cargo destined to Ports beyond San Francisco, in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, at 72 Queen's Road Central.

**J. S. VAN BUREN, Agent.**  
Hongkong, 12th October, 1892.

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10, Queen's Road Central,  
Opposite the Telegraph Companies' Office.  
Hongkong, 16th September, 1892. [924]

**G. FALCONER & CO.,**  
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NAUTICAL INSTRUMENTS, CHARTS and BOOKS.  
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**ONE BOX OF CLARKE'S BAY PILLS** is warranted to cure all discharges from the Urinary Organs, in either sex (acquired or constitutional), Gravel and Pains in the Back. Guaranteed pure from Mercury. Sold in Boxes, 4s. 6d. each, by all Chemists and Patent Medicine Vendors throughout the World. Proprietors: The Lincoln and Midland Counties Drug Company, Lincoln, England.

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## Mails.

**OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.**

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THE OVERLAND RAILWAYS AND ATLANTIC AND OTHER CONNECTING STEAMERS.

PROPOSED SAILINGS FROM HONGKONG.

Belge ..... Thursday, 10th November.  
Owaka ..... Tuesday, 29th November.  
Guthrie ..... Tuesday, 20th December.

THE Steamship "BELGIC"

will be despatched for San Francisco, via Yokohama, on THURSDAY, the 10th November, at 1 P.M. Connection being made at Yokohama with Steamers from Shanghai and Japan Ports.

RATES OF PASSAGE.

From Hongkong, First-class.

To San Francisco, Vancouver, Victoria, Esquimaux, New Westminster, Port Townsend, Seattle, Tacoma, Portland, O., To Liverpool and London ..... \$225.00  
To Paris and Bremen ..... 325.00  
To Havre and Hamburg ..... 345.00  
Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

RATES OF PASSAGE TO OVERLAND CITIES. FIRST CLASS.

DESTINATION.	Day Ticket.	Continental Ticket.
Kansas City, Mo., Omaha, Neb.	285.00	291.50
St. Louis, Mo.	291.50	298.00
St. Paul, Minn., Minneapolis, Minn.	298.00	304.50
Chicago, Ill.	298.00	304.50
Milwaukee, Wis.	298.00	304.50
Cincinnati, Ohio	298.00	304.50
Columbus, Ohio	298.00	304.50
Cleveland, Ohio	298.00	304.50
Detroit, Mich.	298.00	304.50
Pittsburg, Penn.	298.00	304.50
Niagara Falls, N.Y., Buffalo, N.Y.	298.00	304.50
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**J. S. VAN BUREN, Agent.**  
Hongkong, 12th October, 1892.

**F. Blackhead & Co.,**  
SHIP-CHANDLERS, SAIL-MAKERS, and PROVISION MERCHANTS.  
NAVY CONTRACTORS, & GENERAL COMMISSION AGENTS.  
No. 11, Praya Central.  
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AMERICAN PRIME SUGAR-CURED HAMS and BACON.

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REASONABLE PRICES.

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